MY PAUL R. MATNE.

BILLIAR WOLFTHAN

Why did they take thee from thise Ocean-grave, Ol man of many sorrows!—the blue sea Had been thy brother, and each wandering wave That kiesed the shores of thy loved Italy A solace and a blessing:—the low mean Of the lamenting waters seemed to start Within thy soul an echo, and the lose Of a more mearnful music in thy heart.
Of therefore did at hou seek them, and pour forth to their deep sympathy a sorrowing strain Of a 1 the wose and wretchedness of earth, That acrove to been thy patient mind in vain? The Ocean heard thee, loved thee—and the breast Of Nature's mighty minstrel gave thee—rest.

English Operatives and their Wages. The London Quarterly review, in a her: long article upon the late strikes in King. land, gives some interesting facts to show that strikes have always injured labor, and that the only true way to improve the condition of the laborer is by co-operative effort, industry and economy. In proof of what working-men could accomplish, the writer says:

Let it not be said that the working people cannot save money and become capitalists if they will. Have we not the fact that the operatives of Blackburn sent not less than £30,000 out of their earnings to mantain the Preston operatives during their fruitless strike? And why should they not in ordinary times invest these surplus funds in savings banks, or in co-operative associations, instead of spending it in public houses?

The laboring classes do not yet know the money power which they possess. The annual wages of the working people of the country is estimated, on good au-thority, to amount to not less than one hundred and seventy million sterling. But, not withstanding the increased remu-neration paid for labor during recent years, and the generally reduced cost of fiving, the savings of the working classes invested in savings banks have remained almost stationary, and are under eight millions. Will it be believed that the annual earnings of many families engaged in the otton manufacture amount to more than he average incomes of the clergy of England? and that there are few skilled operatives whose individual earnings do not exceed those of the great body of clerks and shopmen?

When the builders lately struck they were earning 5s. 6d. a-day, which is equal to the pay of the ensigns and lieutenants of our infantry regiments, without the cost of mass or uniform. Erectors and fitters in the shops of London engineers receive from 35s. to 37s. a-week, or perhaps higher average rate of remuneration than is paid to the whole body of dissenting ministers. The operatives employed as iron-rellers earn in ordinary times from 13s. to 15s. a-day, or equal to the pay of captains and army surgeons after ten years, service. When trade is brisk, the ball-furnace men of Staffbrdshire, with their families, earn from, £300 to £400 a-year, which is a larger income than falls to the lot of most professional men, and yet the houses of these favored llaborers are scenes of disgusting untidiness

and squalor. If working people are powerless, it is too often because they are thoughtless and improvident. If they are driven into bad bargains with their masters, it is mainly because they have not taken care to provide a defense against destitution in their day of need, by a store of frugal savings in prosperous times. Those who spend their money as they earn it will it is melaucholy to reflect that when a time of adversity comes they are scarcely a week ahead of actual want.

If the laboring classes would gain a firmer footing in the world, they must exercise economy, self-denial and fore-thought the basis of all manly and truly independent character.

BRAUTIFUL ARRANGEMENT OF NATURE. No finer proof of provident legislation and benevolent design, in the arrange-ment of the laws of nature, can be named, says the Boston Transcript, than is af-forded by the method by which ice is formed. By a law of the physical un-verse, water condense and grows heavier and as it becomes chilled at the surface, sinks to the bottom under influence of cold. Whenever the temperacure is not below forty degrees, the cold-est water is found at the bottom part of a vessel or stream. Numberless good effects are produced by these condensations. But if this law was not modified it is plain that freezing would begin at the bottom of ponds, streams and lakes. In this case the summer's heat would not do away the effects of the winter air, and in process of time every northern river would become congealed and useless for navigation, the polar waters would be-come solid fields of ice, and the temper-ature of the world suffer a disastrons change.

But as if to remedy this evil, and make the skill of infinite benevolence more exquisite, and suggest to us palpably the Creator's wisdom, this law is modified. We find that when water reaches a few degrees of the freezing point, instead of continuing to condense if the cold increases, it suddenly expands, even beyond its temperate destiny. The heavy cold strata which had sunk to the bottom rise again to the surface and expand still further when they freeze, so that ice is lighter than its element and must always float. In this way, though all the beneficial results of contraction are preserved, every bad effect is obviated. Thus by the sudden reversal of a law, at a cortain point, in favor of the interests and comfort of mankind, dangers that might prove a final barrier against commerce are averted, and the temperature of the globe is distributed in its present moder-ate alternations and healthful variety.

DESPERATE LOVE-MARINO .- "Amelia, for thee—yes, at thy command I'd tear fragments; I'd gather the stars, one by one, as they tumbled from the regions of one, as they tumbled from the regions of a herial space, and put them in my trowser's pocket. I'd pluck the sun, that oriental god of day that traverses the blue arch of heaven in such majestic splendor—I'd tear him from the sky and quench its bright effulgence in the fountain of my eternal love for thee!" "Don't, Henry, it would be so very dark."

A young man, in conversation one evening, chanced to remark: "I am no prophet." "True," replied a lady present, "No profit to yourself or anyone

A Cerman's Idea of his Spouse. In the Ninth Ward, New York, live an eccentric butcher, by name, Herr Von-selup. He keeps a little meat store and often amuses his customers with his curious comments on matters and things in general. His wife is a patient, hard-working woman, willing to turn her hand to anything to gratify him. When her husband goes out she attends the store, and can slice off a steak or carve a roast as well as her husband.

Mr. Brown is a regular oustomer of Butcher Vonsclup. He is a cash cus-tomer, and has an abhorrence of accounts. One day when Brown purchased a rosst he was short of change just five cents. Mrs. Vonsclup served him and he said to

"I will take the meat home and return instantly with the five cents. Don't mark it down

"Dat bees all right, Meister Brown," replied the Butcher's wife. Brown hurried home. During his ab sence the butcher returned, and his wife returned to the house. Presently Brown

came back and hurriedly approaching the butcher said: "Here is the five cents I owe you,"

the same time handing out the coin.
"Not?" saked the astonished Vonsclup "I owe you five cents and here it is." "You makes mistakes, Mister Brown, I never trust you mit notin," replied the

"No, no, I owe it to you. Since you have been gone I bought some meat of the lady and did not have enough to pay her by five cents, and-

"Lady! You puy meat of a lady in mine shop! Vat in ter tuvel do you mean by dat—eh?"

"Are you crazy, man? I mean I purchased a roast of the woman who attends here when you are absent." "Der Voman vot sells mest here?"

"Mein Cot, vat you means den? She bees no lady, she ish my wife.', "You are an infernal fool!" replied

Brown, throwing the five-cent piece at the butcher and leaving in disgust.

"You bees anuder fool Meister Brown, to take mine frow for a lady. Ha! ha! dat bees a good choke!" A BABYLESS PAIR .- A physician and

his wife, who had no babies, but wanted some badly, while riding out together drove rapidly up behind a lawyer, who, with his wife and five or six children and nurses, was driving a one-horse carriage, rather the worse for wear. On coming up within speaking distace, the doctor called out to his friend the lawyer: "Good morning, lawyer, I see you have a heavy load and a sorry team." "True," retorted the lawyer, "I have; but you have a heavy team and a sorry load."

Nominally Obedient.—A young man was frequently cautioned by his father to vote for "measures," not "men." He promised to do so; and soon after received a bonus to vote for Mr. Peck. His father, astonished at his voting for a man whom he deemed objectionable, inquired the reason for doing so.
"Surely, father," said the youth,

told me to vote for messures, and if Peck is not a measure, I don't know what is."

CLERICAL WIT.-The Rev. Dr. Mason, of New York, passing up Broadway, stopped to read a theatrical placard which attracted his attention. Cooper, the tragedian, coming along, said to him,

"Good morning, sir—do ministers of the gospel read such things?" "Why not, sir," said the docter, "minis-

always be at the mercy of others, and ters of the gospel have a right to know what the devil is about as well as other folks.

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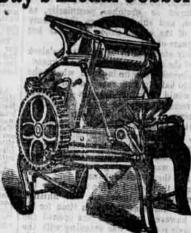
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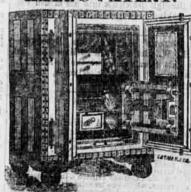
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BETWEEN SIXTH AND SEVENTH. N. B. JOBBERS BY CALLING AND am selling lower than any other house in the effect. RAILROADS.

Change of Time-November 14, 1859.

CHICAGO, Great Western and North-western

LINE. INDIANAPOLIS AND CINCINNATI, LAFAYETTE AN CHICAGO SHORT-LINE

RAILROADS.

The Shortest Route between Cincinnati and Chiongo.

Three Passenger Trains leave Cincinns it daily, from the foot of Mill and Front streets.

6.59 A. M.—Ohteago Mail arrives at Indianapolis at 12:20 F. M., Chicago at 10:39 F. M. This train connects with all night trains out of Chicago for the West and North-west; connects at Indianapolis with trains for Terre Haute; also with Foru trains for Fers, Logansport, Fort Wayne and Tolodo.

trains for Pers. Logansport, Fort Wayne and Tolede.

12:45 P. M. — Terre Hante and Laylayette Accommodation arrives at Indianapolis at 6:15 P. M.,
making direct connections at Indianapolis with Latayette trains for Recalur, Springfield, Naples, Quinor, Hannibal and St. Joseph.

7 P. M.—Ghicago Expuses arrives at Indianapolis
at 12:15 A. M., making cless connections at Chicago
with all incruing trains out of Chicago.

Sleeping cars are attached to all the night trains
on this line, and ran through to Chicago without
change of cars.

This is exclusively a Western and North-western
route, and with faverable and reliable arrangements
with all connective rough throughout the entire
West, guarantees unusual cure and the amplest accommodations to the patrons of this line.

The Company's excinsive Telegraph Line is used
when necessary to govern the movement of trains,
and Loughridge's celebrated Patont Brakes, are attached to all passenger trains, by which they can's
perfectly controlled; besides nit the other modern improvements necessary for the confort and safety of
passengers, the managers of this road have liberally
provided.

Smoking-cars on this line.

passengers, the managers of this road have liberally provided.

Smoking-cars on this line.

Smoking-cars on this line.

Beaure you are in the right ticket office before you purchase your lickets, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same ase by any other route. Baggage checked through.

THEOUGH TICKETS, goed until used, can be obtained at the ticket offices, at Spencer House Corner north-west corner Broadway and Front; No. 1 Burnet House, for the Walnut-street House, and at Depot office, toot of Mill, on Front street, where all necessary infernation may be bad.

Omnibuses rue to and frore each train, and will call for passengers at all tots; and all parts of the city, by leaving address at all tots; and all parts of the city, by leaving address at all tots.

NOVEMBER 14, 1859. Cincinnati, Hamilton & Dayton

RAILROAD IX DAILY TRAINS LEAVE THE Bixth-street Depot.
Trains run through to Gleveland Saudosky. Toseds and ladiampoins without change of cars.
Through Tokets for all Eastarn, Western, North-Through Tokets for all Eastarn, Western, Northern and North-western cities.

6 A. M. EXPERENS TRAIN For Hamilton,
Richmond, Indianapolis, Latayette, Chicago, and all
Western Otties. Connects at Richmond with C. and
C. Road for Logansport; also connects at Hamilton
for Oxford, &c.
7:360 A. M. TRAIN—For Dayton, Springfield,
Sandusky, Toledo and Ohicago. This train makes
close connections with all trains leaving Chicago the
same evening. Also connects at Usana For CoLUMBUS; at Reliciontains with B. and I. R. R., East
and West, at Forest with Pittsburg. Fort Wayne and
Chicago Railroad East and West; at Clyde with
Cleveland and Toledo Railroad trains for Cleveland
and Detroit; at Dayton for Greenville, Union, Winchester and Muncie. sheater and Muncie.

10 A. H. EXPRESS TRAIN—For Cleveland its Delaware for Dunkirk, Buffale, Boston, New York, and all Eastern cities. Alanconnects at Crestine for Pittsburgh, Philadelphia, Baltimore, and all Eastern cities. lore, and all assern cities. Also connects at Greetline for Pittsburgh, Philadelphia, Baltimore, and all
Eastern cities.

3440 F. Mt. TR AIN—For Hamilton, Richmond,
Indianapolis, Terre Hante and Saint Louis; connects at Hamilton for Oxford, &c.

6:30 F. at. TRAIN—For Dayton, Springfield,
Belefontaine, Lima, Toledo, Detroit, Chicago, and
all points in Caucad. Connects at Beliefontaine with
B. and I. R. E., East and West,

11:30 F. M. EXPRESS TRAIN—For Claveland via Delaware for Dunkirk, Buffalo, Boston,
New York, and all Eastern cities.

37 The night Empress Train leaving Cincinnati at
11:30 F. M., leaves dally Excess Satuadays. All other
trains leave daily Express Train leaving Cincinnati at
11:30 F. M., leaves dally Expers Sunday;
For further information and Tickets, apply at the
Ticket offices—north-east derme Front and Broadway; No., 169 Walnut-street, near Gibson House; at
the new Ticket Office, on the west side of Vine-street,
between Fostomes and Barnet House, at the Walnutstreet House, for at the Sixth-street Depot.

10. McL. REN. Superintendent.

LITTLE MIAMI AND COLUMBUS AND XENIA RAYEROAD.

汿緰闦闟闟幨皺艡鵎靐觹 Three Trains Daily

Two Through Express Trsins. A. M., connects via Columbus and Chreiand; ria Columbus Steubenville and Pittaburg; via Columbus, Steubenville and Pittaburg; via Columbus, Crestline and Pittaburg; via Columbus and Bellair (Wheelins). Also, for Springfield. This train stoys between Cincinnati and Columbus, at all the principal stations.

SECOND TRAIN—Columbus Accommodation at 4:40 F. M. This train stops at all atations between Cincinnati and Columbus, and Cincinnati and Springfield. Springfield, TRAIN—Night Express at 11:40 P.
M., councets via Columbus and Bellair (Wheeling);
via Columbus, Crestine and Pittsburg; via Columbus and
bus Steubenville and Pittsburg; via Columbus and

bus Steubenville and Pittsburg; vis Golumbus and Oleveland.
This Train stops at Lovaland, Morrow, Konia and Loudon. BLEEPING CARB ON THIS TRAIN.

ST The Day Express runs through to Cleveland, Wheeling and Pittsburg, vis Steubenville, without change of cars.
The NIGHT EXPRESS Train leaving Cincinnell at 14:80 P. M., runs dully, except SATURDAYS.
The other Trains run daily, except SATURDAYS.
The other Trains run daily, except SATURDAYS.
The other Trains run daily, except SUNDAYS.
For all information, and fireough Tickets to Boston, New York, Philadelphia, Baltimore, Washington, Burfale, Nisgara Falls, Dunkirk, Cleveland, Pittsburg, Wheeling, and all the Eastern places, apply at the Offices, Waint Street Rouse, No. 4 Burnet House, south-east corner of Breadway and Frost streets, and at the Eastern Depot.
Trains run by Columbus time, which is seven minutes faster than Cincinnait line.

DUHAND, Sup't.

SOMNithsburg of the Columbus time, which is seven minutes faster than Cincinnait line.

1 DUHAND, Sup't.

Commencing Dec. 4, 1859.

OHIO AND MISSISSIPPI RAILROAD

Cincinnati and St. Louis.

Cincinnati and St. Louis.

THEOUGH WITHOUT CHANGE OF CARS.

Two Daily Trains for Vincences, Cairo and St.
Louis, at 2:20 A. M., and 7:89 P. M.

Three Daily Trains for Louisville, at 7:20 A. M.,
NOP. M., and 7:89 P. M.

One Train-for Evansyille at 7:30 P. M.

The Trains connect at St. Louis for all points to
Kausas and Nebraska, Hannibal, Quincy and Keckuk; at St. Louis and Cairo for Memphis, Vicksburg.

Natches and New Orleans.

One Through Train on Sunday at 7:30 P. M.

Baytunisc—Fast Line—Leaves East St. Louis,
Sundays excepted, at 6:50 A. M., arriving at Cincinnatiaties 16:15 P. M.

Baytunisc—Fast Line—Leaves East St. Louis daily at 4:00

P. M., arriving at Cincinnati at 8:25 A. M.

FOR THEOUGH TICKETS

To all points West and South, please apply at the
offices, Walnut-argue i House, between Sixth and
Seventh-atreets, No. 1 Burnet House, corner office,
onth-west corner of Front and Broadway, Spences

Baye Office, and at the Depot, corner Front and Mill
Couls. W. H. CLEMENT, Gen'l, Superintendent,
Onnibuses call for passagers.

Canada A.

Great Through Route for INDIANAPOLIS, TEBRIK HAUTE, ST. LOUIS, LAVAVETTE, UHIGAGO, LUGARSPORT, PRBU, LOUIS THROUGHTBAINS leave Sixth street lepot, at 4 A. H. and 4:50 P. M. SA. M.—INDIANAPOLIS, ST. LOUIS & ORIGA-GO FAST EX PRESS.—Through direct, making clesconsections for all other Western and North-resistery points. This Train also tomects at Nichmond with Diachmand and Chicago Roads, for Anderson, Loko no, Logansyort, and all points on Websah Valley Bailroad.

E40 F. M.—INDIANAPOLIS, ORIGAGO & ST. Beliroad.

2-60 F. M.—INDIANA POINTS, CHICAGO & ST.
LOUIS NIGHT EXPRESS.—The above Trains make close connections at Indianapolis, Lafayotte and Chicago, will. Trains for Terre Heure, Springfield, Eoch
laising, Galesburg, Renosha, LaCross, Jacksonville,
Laising, Galesburg, Renosha, LaCross, Jacksonville,
Danville, Burlington, Hillwankes, Kattoon, Naples,
Laisins, Unincy, Prairie du Chien, Pana, Peoris,
Ounleith, Bactine, Decatur, Bloomington, Joliet, Le
Balle, Hs. Paul, and all towns and cities in the North
west.

Through Tickets given and Baggage checked Chrough.

For further information and Through Tickets, apply to Ticket Office, north-east corner of Front and invadway, No. 119 Walnut street, near Fourth; as touch east count of Fourth and Vine street, or at the Sixth-street Depot.

D. H. MOREOW, Superintendent.

Omnibeas will call for passeng my by leaving their cames at either of the Ticket Off cas.

W. H. SMITH, Agent,

Cincinnati, Richmond & 外名喻品种种种种 INDIANAPOLIS RAILROAD.